

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4094

號三初月十年十三光緒

WEDNESDAY, NOVEMBER 9, 1904.

三年禮

號九月一十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNPAID 6,000,000
RESERVE FUND 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KOREA.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,

Manager.

Hongkong, 7th November, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. GOETS, Esq.
Hon. W. J. GIBSON.
A. HARRIS, Esq.
H. SCHUBERT, Esq.
E. SELLING, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2

per cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1904. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow,

Tientsin, Tsingtau (Kiautschow)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

CLASS FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 20th May, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.

Gold \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED

Gold \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, CEBU, SHANGHAI,

SINGAPORE, YOKOHAMA, BOMBAY,

CALCUTTA, CANTON,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DISCOUNT BANK,

COMPTON NATIONAL D'ESCOMPTE

DE PARIS, &c.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH:

20, DES VUEUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 14TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collect-

ion Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

4 per Annum Fixed Deposits for 3 months.

4 1/2 " " " " " " " "

5 " " " " " " " "

5 1/2 " " " " " " " "

H. C. MARSHALL,

Acting Manager.

Hongkong, 17th May, 1904. [18]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE

HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " " " " "

" " " " " " " "

" " " " " " " "

T. P. COCHRANE,

Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TLE, as hitherto, by the Steamers of the

NORTHERN PACIFIC S. S. Co., BOSTON

STEAMSHIP and TOWBOAT Cos., OCEAN

S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the

Company's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [643]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	MANILA H. G. H. Lewellin, R.N.R.	Nov. 10th, Noon	Freight and Passage.
SINGAPORE, COLOMBO and BOMBAY	MAGAZON W. H. S. Hall	About 12th November	Freight only.
YOKOHAMA via SHANGHAI, MOI and KUBE (Passing through the Island Sea)	CANDIA H. E. Kitcat, R.N.R.	About 13th November	Freight only.
SHANGHAI	NUDIA F. N. Tildard	About 18th November	Freight and Passage.
LONDON, &c.	CHUSAN H. W. Kenrick, R.N.R.	Nov. 19th, Noon	See Special Advertisement.

For Further Particulars, apply to

Hongkong, 8th November, 1904.

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 16th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.
PREUSSEN	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 21st December.
SEYDLITZ	WEDNESDAY, 21st January, 1905.
GNESSEN	WEDNESDAY, 18th January.
BAVERN	WEDNESDAY, 1st February.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PREUSSEN	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.

ON WEDNESDAY, the 16th day of November, 1904, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Capt. Rud Meyer, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th November, and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 15th November. Contents of Packages are required. No Parcel Receipts will be signed for less than 2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 9th November, 1904.

MELCHERS & CO.,

AGENTS.

Intimations.

LANE, CRAWFORD & CO., SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.
CRICKET Bats, Balls, Stumps, Gloves, &c.
FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.
GOLF Clubs, Balls, &c.
HOCKEY Sticks, &c., &c.
CROQUET Sets, &c.
BOXING Gloves, 4 oz., 6 oz., & 8 oz.
SANDOW'S Developers.

LARGEST STOCKS IN THE EAST

AND FROM

THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [138]

KUPPER PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.,

15, Queen's Road.

Hongkong, 21st October, 1904. [141]

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and reinvigorates. Bovril is of great value for all to whom strength and endurance are a vital necessity. Its regular use is a permanent protection against the dangers of colds, chills and diseases.



TRADE MARK.

TELEPHONE No. 136.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [178]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [196]

PO CHEUNG & Co.,

昌 贊

FURNISHERS AND UPHOLSTERERS,

14, QUEEN'S ROAD CENTRAL.

OFFICE AND HOUSEHOLD FURNITURE,

GENERAL DOMESTIC GOODS, &c.,

ORDERS EXECUTED PROMPTLY AND PUNCTUALLY.

TELEPHONE 466.

Hongkong, 31st October, 1904. [183]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [136]

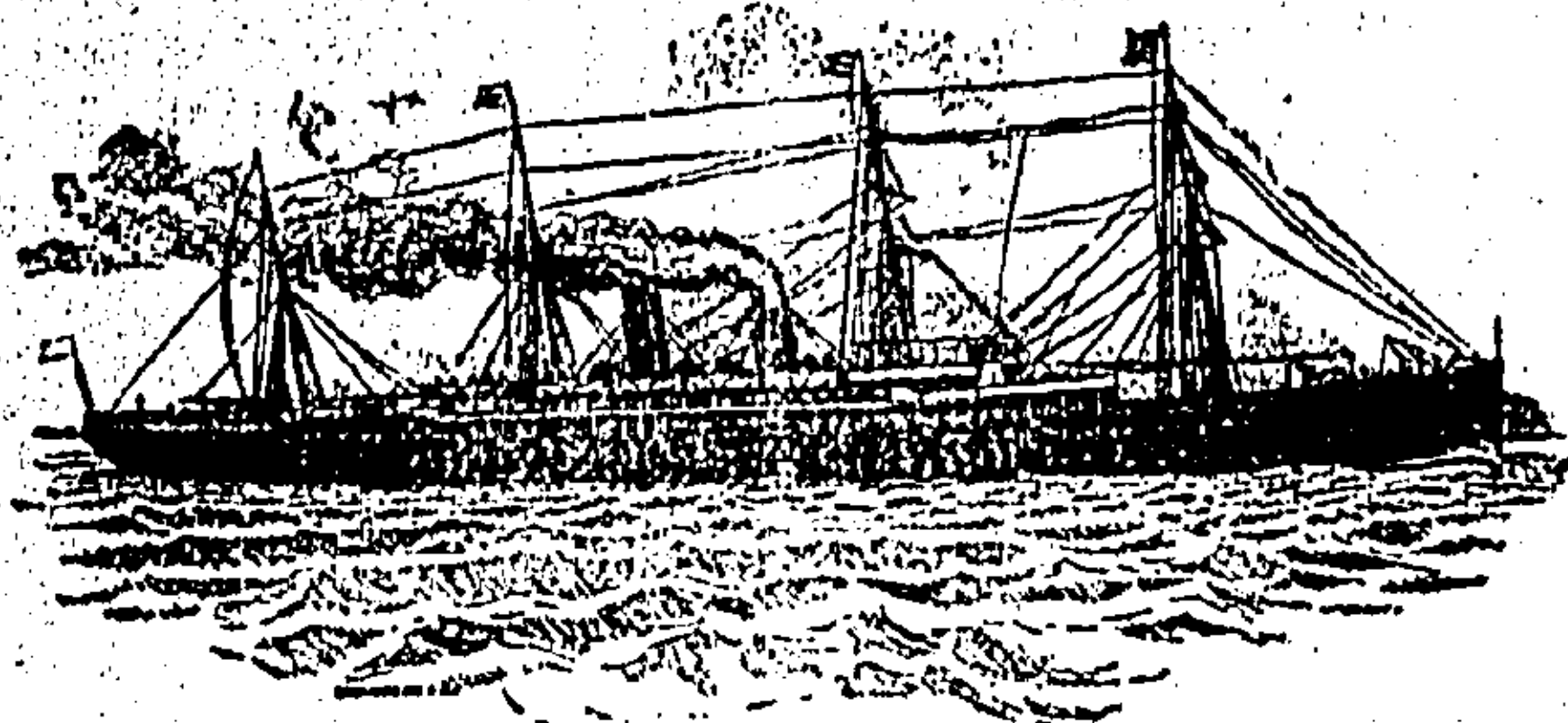
MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.....	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 19th November, at Noon.
"AMERICA MARU"	6,300 "	MONDAY, 28th November, at Noon.
"CHINA"	5,000 "	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 17th December, at Noon.
"DOKU"	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1903; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th November, Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets are granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

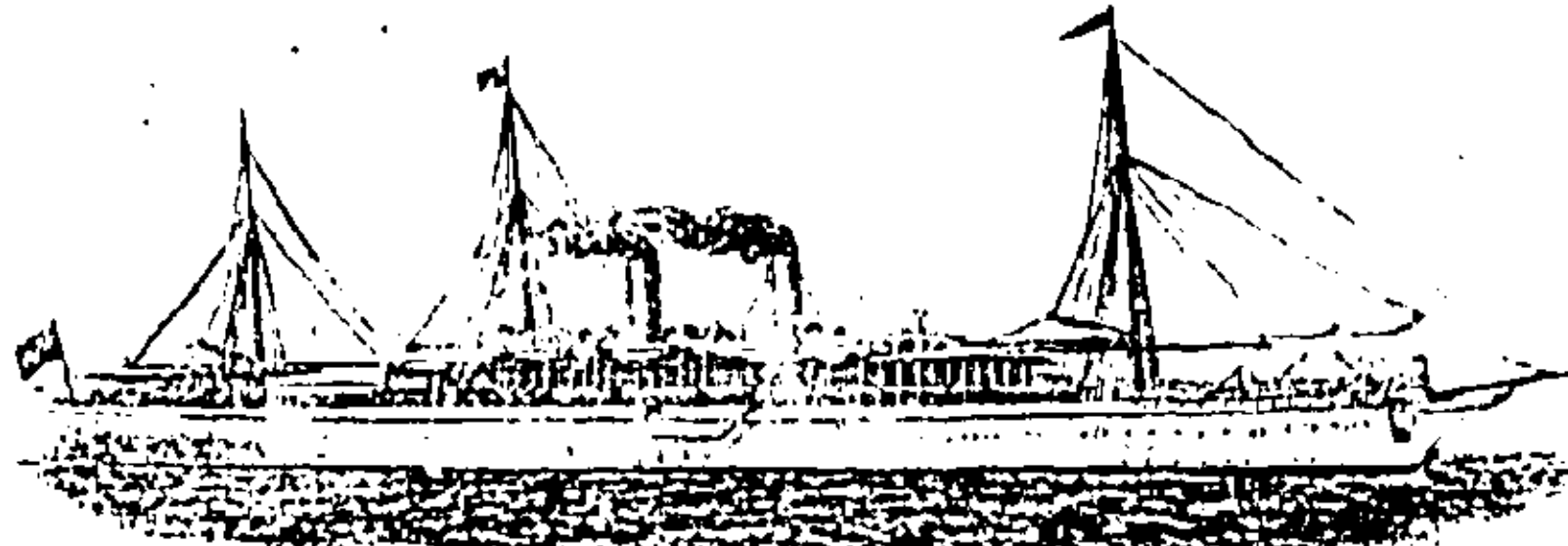
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout: deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th November, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY.

PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.

Hongkong to London, 1st Class..... £40. Via New York £62.

Hongkong to London, Intermediate and 2nd Class..... £40.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 2nd November, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers
SLAVONIA	HAVRE, BREMEN and HAMBURG. (ex STRASSBURG) (Calling at S'PORE, PENANG & COLOMBO).	18th Nov.	Freight and Passengers
SEGOVIA	HAVRE and HAMBURG. (ex STRASSBURG) (Calling at S'PORE, PENANG & COLOMBO).	19th Nov.	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (ex NURNBERG) (Calling at S'PORE, PENANG & COLOMBO).	13th Dec.	Freight.
ARMENIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th Dec.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th January.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1 Queen's Buildings.

Hongkong, 9th November, 1904.

TWIN TING.

THE AMERICAN SYSTEM

LATEST METHODS OF DENTISTRY.

STUDIO: AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 9th July, 1904.

DENTISTRY.

M. H. CHAUN, D.D.S.

37, DIS VOX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"	1,393 tons.....	Captain R.D. Thomas.
"POWAN,"	1,118 "	G.F. Morrison, R.N.R.
"FAHSHAN,"	1,175 "	W.A. Valentine.
"HANKOW,"	1,373 "	B. Branch.
"KINSHAN,"	1,995 "	J.J. Lassus.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons..... | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons..... | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons..... | Captain J. Wilcox. |

"NANNING," 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	Second half of November
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAH	JAVA PORTS	First half of November	JAPAN VIA SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

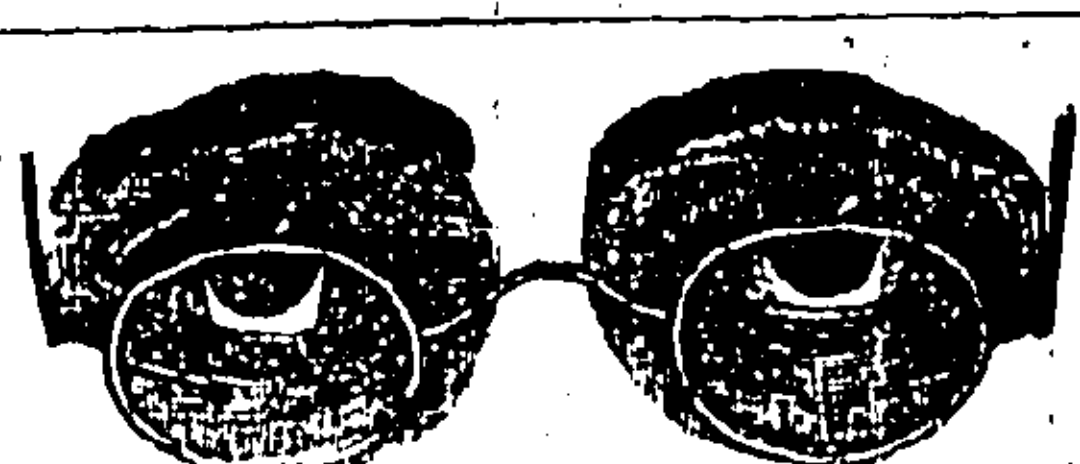
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 24th October, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

HONGKONG JOCKEY CLUB.

NOTICE.

THE RACE COURSE WILL BE OPEN

from TO-DAY (TUESDAY), the 1st

November, 1904.

Members requiring STAND or STABLE

ACCOMMODATION during the Forthcoming

Training and Racing Season will oblige by

applying to the Undersigned before MON-

DAY, the 14th instant.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 1st November, 1904.

TO ALL TO WHOM IT MAY CONCERN:

PROPOSED NEW FERRY SERVICE

TO KOWLOON.

I BEG to inform the intended Subscribers to

this scheme that, owing to the Colonial

Government having imposed upon the Pro-

moters some additional stipulations which

would in the opinion of the promoters prevent

the scheme from becoming a financial success,

I and my co-promoters have with much regret

decided to abandon the project for the present.

For the Promoters,

AHMET RUMJAHN.

Hongkong, 4th November, 1904.

A FOOK & CO.,

SHIP'S COMPRADORES,

STEVEDORES, SHIP

CHANDLERS, COAL MERCHANTS,

GENERAL STOREKEEPERS,

AND

Shipping supply with all kinds of Provisions

Ballast and Water at the shortest notice

and reasonable terms.

No. 9, POTTINGER STREET,

Hongkong.

Hongkong, 1st November, 1904.

[118]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[595]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,
SINGAPORE.

THIS First Class newly opened Hotel has
excellent accommodation for FAMILIES,
TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the
commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard
Saloons.

E. C. VAN MARLE,
Proprietor.

H. T. SARRE,
Manager.

Singapore, 4th October, 1904.

[1108]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 250 lbs. net \$9.20 per Bag

ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904.

[783]

CHRISTMAS AND NEW YEAR GIFTS

FOR
HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free

of Charge to Consignees) in any part of

the World.

LATEST SHIPPING DATES.

To England Nov. 8th |

To France Nov. 15th |

To Germany Nov. 9th |

To Italy Nov. 9th |

To United States via San Francisco Nov. 8th

To United States via Suez Canal ..Oct. 10th

To India Oct. 21st |

To South Africa Oct. 21st |

To Australia Oct. 21st |

To Canada Nov. 8th |

CHINA PARCELS EXPRESS.

OFFICE:—3, DUBBEL STREET,
Hongkong, 7th October, 1904.

[

Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

WINTER SEASON.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Capes.

Season's Furs, Fichus and Fascinators.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

CHILDREN'S DEPT.

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Coats.

Hosiery.

Shoes.

&c., &c., &c.

FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damask.

Bedspreeds.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&c., &c., &c.

DRESSMAKING

English, French and American Styles.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Trunks.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 29th October, 1904. [1096]

Entertainments.

HARMSTON'S CIRCUS

AND

ROYAL MENAGERIE

OF

PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

Arrive on Saturday.

GRAND OPENING NIGHT, MONDAY, November 14th, at 9 P.M.

ABSOLUTELY THE BEST SHOW THAT HAS EVER VISITED HONGKONG.

OUR COMPANY OF STAR ARTISTES: THE ZOES.

Europe's Greatest Gymnast: THE CANTONS.

Wire Runners, Jumpers and Pantomimists: IONA GINNETT.

The most novel Horse-woman in the Universe, With her own imported Mare Gladys: RHODESIA.

London's Lady Society Juggler: GEORGE GINNETT'S.

Power of Kindness over Animals: JOHN WELBY COOKE.

Absolute Master of them all and GILLEN, England's Greatest Musical Clown: MIDDLE OURA.

In her picturesque Act on the Silver Wire: THE HUGNYS.

French Acrobats and Pantomimists: THE ELECTRIC TRIO—THE ALTON BROS. FLORENCE, VIOLET AND MARGUERITE.

AND

20 OTHER ARTISTES.

OUR BEAUTIFUL STUDD OF HORSES & TIGERS, ELEPHANTS, LEOPARDS, BEARS, MONKEYS, GOATS, &c.

FIRST GRAND MATINEE, WEDNESDAY AFTERNOON, November 16th.

Doors Open 3 o'clock. Commence 4 o'clock. Children Half Price to Matinees only.

PRICES OF ADMISSION:

Full Box, 6 Chairs..... \$18.00

Single Seat, Box..... 3.00

Chairs..... 2.00

Stalls..... 1.00

Gallery (Chinese only)..... 0.50

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances. Booking Office: Robinson Piano Co., Ltd. M. DAME HARMSTON-LOVE, Proprietress. ROBERT LOVE, Manager. R. ALTON & A. LEONARD, Agents. Hongkong, 8th November 1904. [1211]

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY,"

IN THREE ACTS.

Will be Produced on the following dates

SATURDAY, 10TH NOVEMBER, 1904.

TUESDAY, 22ND " "

WEDNESDAY, 23RD " "

THURSDAY, 24TH " "

SATURDAY, 26TH " "

MONDAY, 28TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The BOOKING OFFICE (at The Robinson Piano Co.) will be opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trains quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle..... \$3

Pit Stalls..... 2

Pit..... 1

A. CHAPMAN, Business Manager. Hongkong, 1st November, 1904. [1177]

Entertainments.

THE DAIRY FARM CO. LIMITED.

THE EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, TO-MORROW, the 10th day of November, 1904 at 3 P.M.

By Order, S. A. SETH, Secretary. Hongkong, 9th November, 1904. [1200]

NOTICE.

WILLIAM POWELL, LIMITED.

MR. HARRY EYRE has this day taken over the Management of the Company's Business.

By Order of the Board of Directors, R. G. HECKFORD, Manager. Wm. POWELL, LTD. Hongkong, 7th November, 1904. [1215]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be carried out from the range at Lai Chi Kok for upwards of a month, commencing on the 7th instant.

By Command, F. H. MAY, Colonial Secretary. Colonial Secretary's Office, Hongkong, 7th November, 1904. [1208]

ST. ANDREW'S BALL.

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th November, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD, Hon. Secretary. St. Andrew's Ball Committee. Hongkong, 26th October, 1904. [1164]

Intimations.

ROBINSON PIANO COMPANY, LIMITED.

NEW IRON - FRAMED - PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS, HOPKINSON, KRAUSS, HAAKE, RACHAL'S CABIN PIANOS.

HIRE OR CREDIT.

TALKING MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [139]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents: SIEMSEN & CO. Hongkong, 10th January 1904. [785]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 18, FORBES ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS.

Speciality.

Hongkong, 10th November, 1904. [784]

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904. [995]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully in APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 29th April, 1904.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 10th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers. Hongkong, 8th November, 1904. [1216]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 8th November, 1904. [1216]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. China.

From Australia, ex S.S. India.

From Calcutta, ex S.S. Palermo.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 4th November, 1904. [1216]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLEN TURRET,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW. Hongkong, 7th November, 1904. [1210]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"SIBERIA,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by MONDAY, the 7th instant, at 4 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent. Hongkong, 4th November, 1904. [1210]

SAVARESS'S SANDAL CAPSULES

Efficiently protect the feet from the effects of the hot sun and sand.

Must be worn on SAVARESS'S.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

ABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail.

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community. It is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

At each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisement can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisement will be repeated and charged for until countermanded.

PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road, Hongkong.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. Every 15 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 1st October, 1904. [1094]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1904. [11]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

PORT WINE.

Direct shipment from the

COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO,

VINHOS DO PORTO, (Successors to DONNA ANTONIA FERREIRA)

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Per Case of 1 Dozen.

Dry No. 1 Selected Old Port \$50.00

" " " " " 35.00

Quinta do Porto " " " 30.00

Dry No. 3 " " " 25.00

Quinta da Granja " " " 20.00

Tawny, 1887, Vintage " " " 15.00

Tawny, (White Label) " " " 14.00

Medium Tawny, (Brown Label) " " " 13.00

White Tawny, (White Label) " " " 12.00

Full Wine, (Brown Label) " " " 11.00

White Tawny, (Brown Label) " " " 10.50

Light Tawny, (Brown Label) " " " 10.00

FRENCH CLARETS.

St. George " " " \$4.00 \$5.00

Cru-Wynborn " " " 4.50 5.50

St. Julien " " " 5.00 6.00

Montferand " " " 5.50 6.50

Médoc " " " 6.00 7.00

St. Julien " " " 6.50 7.50

St. Julien " " " 7.00 8.00

St. Julien " " " 7.50 8.50

St. Julien " " " 8.00 9.00

Chateau Margaux " " " 9.00 10.00

Chateau Latour " " " 9.00 10.00

Chateau Lafite " " " 10.00 11.00

Chateau Larose " " " 10.50 11.50

BURGUNDIES.

Per Case of 12 Bottles.

Volnay vin 1893 " " " \$14.00 \$16.00

Moulin a Vent vin 1893 " " " 14.50 16.50

Macon vin 1899 " " " 17.00 19.00

Nuits vin 1893 " " " 17.50 19.50

Musigny vin 1893 " " " 18.50 20.50

Corton vin 1893 " " " 18.50 20.50

Chablis vin 1893 " " " 19.00 21.00

Beaune vin 1893 " " " 19.00 21.00

Pommard vin 1899 " " " 20.00 22.00

Red Burgundy " " " 30.00 32.00

Chamberlain vin 1899 " " " 30.00 32.00

Romance vin 1893 " " " 40.00 43.00

BARRETTO & Co.,

Agents,

No. 21 & 23, Bank Building, Queen's Road Central, Hongkong, 10th October, 1904. [763]

Intimations.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY
THE GOVERNOR.AT THIS SEASON OF THE YEAR
WHEN BOWEL COMPLAINTS ARE
COMMON IT BEHOVES ONE TO
LOOK ROUND FOR A SUITABLE
REMEDY.WATSON'S
ASIATIC CORDIALIS A SPECIFIC FOR ALL TROUBLES
OF THIS KIND.WE RECOMMEND OUR CUS-
TOMERS TO KEEP A BOTTLE BY
THEM UNTIL THE AUTUMN IS
OVER.A. S. WATSON & Co.,
LIMITED,

CHEMISTS,

DRUGGISTS,

PERFUMERS.

&c., &c., &c.

THE
HONGKONG
DISPENSARY,
ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 29th October, 1904.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. S. WATSON & CO. LTD.

ESTABLISHED 1854.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITUREELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBIO-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904.

NOTICE.
All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, des Vaux Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Editor, 1, des Vaux Road, and should be
accompanied by the Writer's Name and Address.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 2nd November, at Shanghai, the wife
of D. WILLARD LYON, of a son.
On the 2nd November, at Shanghai, the wife
of C. E. SPARKE, of a daughter.
On the 2nd November, at Shanghai, the wife
of J. H. HINTON, of a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 9, 1904.

THE RIGHT OF SEARCH.

Lord Lansdowne's assurances to the Lon-
don Chamber of Commerce that Russia has
met the representations of Great Britain in
a conciliatory spirit does not ring with quite
so true a note as it would have done had
there been no other incidents of a like un-
pleasant nature during this war. It will be
remembered that we were led to expect
rather more profound apologies after the
Malacca incident than were actually put for-
ward. Apologies, moreover, are small com-
pensation in trade, and assurances that they
will not occur again should be backed up by
immediate steps taken to prevent the possi-
bility of their recurrence and such steps
have not been conspicuously energetic in
the opinion of a good many of us. That
Lord Lansdowne should understand that
Russian Naval commanders had recently
been furnished with instructions encourag-
ing them to exercise their rights in a
less vexatious manner than hitherto is
good news and we trust Lord Lansdowne
has good foundation for his beliefs; but it
would have been more satisfactory to the
Nation at large if he could have given us a
more positive assurance that the flag would
be treated with greater respect than it would
seem to have been the case. Vexatious is
surely rather a mild word for international
difficulties of the kind and would imply
that the manners of the officers themselves
rather than their orders had been at fault.
No one who has met and talked with Rus-
sian Naval officers will accuse them of want
of courtesy and, indeed, in the *Malacca* in-
cident, the behaviour of the officers from all
accounts was what one would have expected.
They had, of course, their instructions and
their duty was not a pleasant one for officers
of any nationality, but it was courteously
performed. We would ask, however, whe-
ther, supposing the absolute right of search
is admitted, there is any reason for a ship
to be delayed while the search is going on.
Surely, it is quite possible for the ship to
be allowed to proceed in company with the
men-of-war until they are satisfied one way
or another. Lord Lansdowne goes on to
say that the Government was not able to find
any ground for the suggestion that Russia
had favoured German ships as compared
with British. This is surely not the point;
it would be a poor consolation to be told
that if one country submitted to indignities
we should for that reason submit to them
ourselves. Passengers and freight under the
British flag have, up to the present time,
enjoyed privileges won for them under that
same flag and there was a time when it was
respected throughout the world. What we
would have liked Lord Lansdowne to assure
us would have been that the whole Nation
were to understand that their own rights
would not be interfered with for the future
and that the Russian Naval Commanders
had received instructions through their
Government as to how far those rights
extended.

LOCAL AND GENERAL.

A BERLIN telegram says the Kaiser's sister,
Princess Charlotte of Prussia, wife of Prince
Bernard of Saxe-Meiningen, has written a
pamphlet advocating polygamy, and that the
Kaiser is trying to suppress the pamphlet.
Princess Charlotte urges polygamy as a remedy
for social ills. She argues that divorce is the
consequence of boredom, and if husbands were
allowed to make several women happy a social
millennium would ensue.On the alarm of fire being raised last night a
number of Chinese coolies made a dash down
Pottinger Street to have a "look see" and
possibly, to try some "squeeze pigdin" in the
crowd. One of them, at his haste to be first,
thought the tramcar standing at the corner of
Des Vaux Road and Pottinger Street was
somewhat of an obstruction, and made a rush at
it; but he only moved himself—to hospital—
with a bruised face and head.A TIENTSIN dispatch states that under recom-
mendation of Viceroy Yuan Shih-kai the War
Office will appoint Taitai Liu Yuklin, che-
valier of the Order of Leopold, to be Chinese
consul-general at Johannesburg, in view of the
large number of Chinese labourers at the Rand.
Taitai Liu is also a returned American student
and in 1902 was Chinese Chargé d'affaires at
Brussels, Belgium, where he was a great
favourite with King Leopold.A CHINMAN was going gaily along Vyndham
Street in his automobile this morning about
noon, when "something went wrong with the
works," and the chauffeur, who could not move
the machine either back or forth, wore a wor-
ried look for some time. Eventually the erratic
works righted themselves, and to the admiration
of a passing crowd, the machine suddenly dashed
ahead at lightning speed, and was last seen
flying past the junction at Pottinger Street.We (*Hongkong Times*) are informed that advices
from America have been received by Dr. H.
Adamson confirming the shipment to him of
the latest improved rice harvesting and binding
machinery which is being brought out at the
solicitation of some large rice growers in Siam
who, as larger areas of rice are planted, find
the labour problem an increasing difficulty.
100,000 acres of rice in Texas was harvested
entirely by this machinery last year; also a
very large area in the Philippines where it was
a complete success. One machine can be
made to cut and harvest twenty acres daily,
thus doing the work of many men. If this
proves a success in Siam it will enable the crop
to be gathered quickly on large tracts of paddy
land, and will also make it profitable to plant
larger areas, which will certainly be a good
thing for the country.The steamer *Mimohi*, which was wrecked in
September in the Sea of Okhotsk, and whose
crew were brought to Yokohama by H.M.S.
Albatross, was not a blockade-runner at all. She
was an American steamer of 1,892 tons, built
at Sunderland in 1887, chartered by the
Russian Government, and loaded at San
Francisco under the eyes of the Japanese
Consul there, with flour, provisions, stores, etc.,
for the various fur-hunting stations in and
about Kamtschatka, which are in a state of
great destitution owing to the war. She had
gone round distributing her cargo at the
various stations, and was returning with a load
of furs, when by sheer ill-luck she struck on a
small rock with only three fathoms on it at the
mouth of the river Tigul, and broke in two.
The chart gives 15 fathoms where she struck.
Word was sent overland to the *Albatross*, the
messenger taking 17 days to reach her, and
Commander Nugent at once turned back
and picked up the crew of 33 men, who had
been on very short commons meanwhile.THE Ministry of Finance is at last in a position
to relieve the trade of the country of the mis-
use of the round tical, and to relegate that
coin to its proper place as a curio. The *Hong-
kong Times* of 28th ult. says:—"The preamble to
the notification which was issued yesterday
demonstrating these coins, issued yesterday
explains the necessity for the measure. It sets forth
that 'H.R.H. Prince Mahira Kachabathrai,
Minister of Finance, has received His Majesty's
gracious commands to the effect that the con-
tinued use of the coin of the Realm, known as
Bullet Ticals, is no longer expedient, by reason
of the fact that they are of a form which lends
itself easily to debasement and fraudulent
imitation, thereby causing loss and incon-
venience to the inhabitants of the Realm.' Only
an expert can say whether a round tical is
a good coin or not; and for that reason it
afforded a considerable temptation and opportunity
to counterfeiters. For a year to come these
coins will be received at the treasuries, the
Paper Currency Office and the Custom House,
and in that time the news of their demonst-
ration should have reached holders of the coin
even in remote districts. The Minister of
Finance is to be congratulated on the step
now taken."

HOW ANIMALS SLEEP.

BEASTS IN CAPTIVITY.

"There is nothing odd or peculiar about the
sleep of lions and tigers," said Gus Burns,
animal trainer with Harrold's Circus, which
is exhibited here on Saturday. "In captivity
they show the same indifference to danger
that they manifest in the jungle, and by day
or night will slumber through an unusual
tumult, unmindful or unconscious of the noise.
Their sleep is commonly heavy and peaceful."
Bears are also heavy sleepers, but less
disposed than lions, and grizzly bears usually
curl up under the rocks, and sometimes they
crawl up to the very top of the rocks and with
front paws spread around the iron cage bars
go to sleep in what seems an uncomfortable
position; but bears never release their muscular
grasp of any object when asleep.The high-strung, nervous animals are the
most interesting to watch at night. They
usually belong to the hunted tribes, whose lives
are in constant danger in the forest, and they
possess such a highly developed nervous
system that they really sleep with one eye
open. The slightest noise will awaken them
instantly.The wolves merely seem to close their
eyes for an instant and then open them again
to see if all is quiet. Many vain attempts
have been made to photograph these animals
by flashlight, and without exception the
camera has revealed the fact that one eye at
least was partly open.
"The day sleepers in menageries are for
some reason the heaviest sleepers of all,
and when they close their eyes in early morn-
ing they seem almost as stupid as if drugged.
This is a marked contrast to the light, night
sleepers, who on the approach of danger, are
instantly awake and on the alert."

THE KING'S BIRTHDAY.

GENERAL REJOICING.

To-day His Most Gracious Majesty, King
Edward VII, of Great Britain and Ireland, and
the British Dominions beyond the seas, Em-
peror of India, has attained his sixty-third
birthday, and Hongkong has rejoiced and put
on its gala dress of bunting. The Royal
Standard was hoisted at Government House,
Military and Naval Headquarters, and at Head-
quarters House. The Government, and many
private offices were closed, as were also all
the schools throughout the Colony. The ships
in the harbour made full displays of their flags,
all being dressed from stem to stern, while
several of the foreign Consuls displayed the
British flag alongside those of their own coun-
try. The usual royal salutes were fired both
ashore and afloat, while at noon the members
of the Consular Corps in Hongkong called at
Government House, to offer their congratula-
tions and pay their respects to H.E. the
Governor, on behalf of His Majesty. All
offices and shops which could not be closed in
the morning put up their shutters at noon.It was a happy inspiration which led H.E.
Major General Villiers Hutton to order the
parade for the morning instead of the evening
as heretofore, as this gave all concerned a better
chance of holiday-making, and judging by ap-
pearances all around, they did not fail to take
full advantage of the opportunity, while the
ricksha and chair coolies, to say nothing of the
Electric tram, must have reaped a perfect
harvest, if even, the former did not understand
why.To-night His Excellency the Governor gives
an official Birthday Dinner-party, at Govern-
ment House, after which he will be "At Home"
to welcome all callers. Many private dinner
parties are also set for this evening.

THE GARRISON PARADE.

Never perhaps in its annals did the Happy
Valley present such a gay and brilliant ap-
pearance in the early hours of the day as it did
this morning when all Hongkong appeared to turn
out to witness the Garrison Parade held in
honour of the birthday of His Most Gracious
Majesty, King Edward VII.In command of the troops was H.E. Major
General Villiers Hutton, C.B., who was accom-
panied by his staff, comprising Captain E. S.
Ward, A. D. C. Major A. A. Chichester, D.S.O.,
C.S.O., Major R. J. Ross, D.A.Q.M.G., and
Lieut. Col. F. E. Kent, O.C.R.A.The Naval Brigade consisted of 522 men
from H.M.S. *Vengeance*, under the command
of Commander Gaunt, R.N., Lieut. Moir, com-
manding the seamen, and Capt. Harris, R.N.A.,
commanding the marines.The whole body of the forces, naval and
military, presented a very smart and workman-
like appearance, and executed the movements
mentioned below with excellent precision,
while the volume of cheers literally rent the
heavens.To-day being the day appointed for cele-
brating the anniversary of the Birthday of His
Majesty King Edward VII at this station the
Royal Standard was hoisted at Headquarters
House, and the Union Flag on board the hos-
pital ship *Albatross*.A Royal Salute was fired from the Saluting
Battery in conformity with the Royal Navy.The troops in Garrison paraded as strong
as possible on the Happy Valley, drawn up in
line facing S.W. and parallel to the racing
track, at 12 paces interval, with bayonets fixed,
in order of precedence of Corps, at 9.45 a.m.

Naval Brigade.

Royal Garrison Artillery.

Royal Engineers.

1st Sherwood Foresters.

H.K.S.B.R.G.A.

Hongkong Volunteer Corps.

110th Mahratta Light Infantry.

93rd Burmah Infantry.

114th Mahrattas.

The Naval Brigade was on the right of the
line; Regiments of the Indian Army being on
the left of the Volunteers.The 15 pounders of the H.K.S.B.R.G.A. were
on the track on the right of the line.Bands were massed in rear of the centre
under the Bandmaster of the 1st Sherwood
Foresters.The General Officer Commanding, H.E.
Major General Villiers Hutton, was accom-
panied by his staff, and a trumpeter (detached
by the O.C.R.A.). They met him near the
Golf Club at 9.45 a.m. The Garrison, Police
and Local Company Royal Engineers, kept the
ground under the direction of the Garrison
Sergeant Major.Adjutants and Markers were on the ground
at 9.10 a.m.Officers attending the Parade as spectators
wore "Review Order" White.The P.M.O. made the necessary Medical
arrangements, and the C.R.E. arranged for
the saluting flags, and flagstaff in conjunction
with the C.O.O.The O.C.A.S.C. provided the Royal Standard
which was unfurled on the arrival of His Ex-
cellency the Governor on the ground, which
took place punctually at 10 a.m. H.E. being
accompanied by Captain H. Smith, and Havil-
dhor Dhrada Sha.The following were the movements executed.
Officers Commanding units gave the Execu-
tive word of Command for each movement on
the last sound of a "G" from the Trumpeter.
The preparatory word being given by the
General Officer Commanding.(a). Division came to attention and sloped
arms.
(b). Division—Royal Salute—Present Arms.
(c). Division sloped arms. Inspection by
H.E. the Governor.
(d). Division fired a *feu-de-joie*.
(e). Division fixed bayonets and sloped arms.
(f). Division—Royal Salute—Present Arms.
(g). Division sloped arms.
(h). Division ordered arms.
(i). Division removed Head dresses.
(j). Division gave 3 cheers, taking the time
from the General Officer Commanding
and ringing cheers (they were).(k).—Division marched past in column and
afterwards formed up in line of quarter
columns, on original alignment, at 12
paces interval.
(l).—Officers and Colours took post in
"Review Order."
(m).—Division sloped arms.
(n).—Division advanced in "Review Order."
(Bands started playing on last sound of
"G.")
(o).—Division halted.
(p).—Division Royal Salute—Present Arms.
(q).—Division sloped arms.
(r).—Division ordered arms.
(s).—Troops returned to Barracks, on the
conclusion of these movements.After the inspection by H.E. the Governor,
His Excellency took up his position by the
Royal Standard, and the first seven guns of the
Royal Salute boomed out from the 15 pounders
of the H. K. S. B. R. G. A., which was followed
by the 11. K. S. B. R. G. A., by the whole
of the troops, the band playing the first part of
the National Anthem. This was repeated until
the 21 guns had completed the salute and the
troops the third round of the *feu-de-joie*, the
marched bands finally playing the National
Anthem right through in good style.The final march past was executed in splen-
did style, all the units moving as one man, the
Naval Brigade being especially remarkable for
the good form displayed. The Royal Standard,
at the saluting base, it was remarked, made a
poor showing, as the flagstaff was much too
short, so that in the result, there being but the
lightest breeze blowing, and not sufficient to
float it in the air, the corner dragged on the
ground—scarcely a fitting resting place for our
Royal Standard! Everything else went well,
and without a hitch, and proved a very impos-
ing and impressive function.To-morrow, Thursday the 10th instant, will
be observed as a holiday by the troops in Gar-
rison, and Headquarters Offices will be closed
except for business of a pressing nature.HOPE FOR THE HEMP
INDUSTRY.The success of the young American inventor,
Mr. Robert Edward Lindsay, in perfecting a
machine that will accomplish as much in a day
at stripping hemp as the combined efforts of
two men could possibly accomplish in many
days, cannot but revolutionize the hemp in-
dustry in the Philippines, where it has been
under an unmitigated cloud for some years.The long period of total or partial non-pro-
ductiveness of the hemp plantations of the is-
lands sent the price of that staple soaring, until,
after the opening of the ports of Leyte and
Samar, the price was so high that almost any
grade of hemp would pay the grower and the
stripper as well as the best quality of abaca
paid in the old ante bellum days. Being chil-
dren of nature and victims of Philipinitis they
chose the easier path—to take the customary
wage and profit and turn out the poorer
grade of hemp, rather than to take
pride in their work, turn out the
very best hemp that their farms would produce
and that their hands could prepare, and earn
more money and make larger profits. Suf-
ficient unto the day was the evil thereof, and
straightway the evil abode with them. The
deteriorated quality of hemp caused a hue and
cry that was heard the world around, wherever
the wily fibre is twisted into rope or cable.Yellow, tarnished hemp, rotten in places, took
the place of the gleaming bright silvery strands,
strong as wire and cutting as a knife that had
once been the pride and glory of the Philip-
pines. The complaint reached the ears of the
secretary of agriculture of the United States
from so many different quarters that he recom-
mended that the government out here do
something to prevent the market for the
famous Manila hemp being ruined altogether.There did not seem to be any way by which
the planters of the Philippine islands could be
compelled by legislation to produce a better
quality so long as their own misguided avarice
made them believe that it was more profitable
to produce the poorer kind.It was all in the manner in which the stalks
were treated. Instead of being stripped while
still fresh, which, as a matter of fact, is most
crucially hard work, they were allowed to rot
in the rain upon the ground until stripped easily.
The rotting was what spoiled the colour of the
hemp and sometimes made the fibres faithless.
It does not require much demonstration to
prove that when ropes of a certain kind of
hemp get a reputation of being unreliable that
shipowners, miners and others who have use
for great quantities of rope, will seek other
kinds upon which to risk valuable lives and
property.Now the new machine, with the strength of
horses instead of men, tears the tissue of the
hemp stalk and combs out the strands of fibre
in all their pristine strength and silvery beauty.
The hemp can be combed out so fast that there
will be no comparison between the cost
of the old and the new methods. The differ-
ence will be so great and the improvement in
quality so universal that a machine will pay
for itself long before the harvest season is over.
There will not be any difficulty about the hemp
growers adopting the machine on account of
old fogyism or ancient prejudice, after the first
season. The bright, clean hemp of super-
ior quality that will result from the use of the ma-
chine will quickly restore the prestige of Ma-
nila hemp and crowd the dirty, tarnished stuff
out of the market.We have no fears for the success of the
young inventor in getting capital to finance his
new invention. That he is made of the right
stuff is shown by the persistence with which
he has clung to his ideal for three years of ex-
perimentation and disappointment.—*Manila
Times*.Once celebrated as a god of destruction, the
Juggernaut is now best known as a figure of
speech. Both *idol* and *car* are still in their
temple at Orissa, objects of veneration to the
Hindus, and of curiosity to the tourists. The
car is 300 feet high.We have no fears for the success of the
young inventor in getting capital to finance his
new invention. That he is made of the right
stuff is shown by the persistence with which
he has clung to his ideal for three years of ex-
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Hindus, and of curiosity to the tourists. The
car is 300 feet high.

THE TELEGRAM

"HONGKONG TELEGRAPH"
SERVICE.

(From Our Own Correspondent.)

LONDON, 9th November.

Theodore Roosevelt has been re-
elected President of the United States
by an overwhelming majority.

ELECTRIC LIGHTING.

(Specially written for the "Hongkong
Telegraph.")To the ordinary consumer who knows little
or nothing about the various merits and de-
merits of electricity as compared with gas for
illuminating purposes, but two questions gener-
ally present themselves—convenience and
cost. Nobody can deny the advantage of be-
ing able to turn on a switch and receive one's
light without any further trouble and in a cli-
mate like that of Hongkong the possibility of
adding electric fans to one's installation is de-
cidedly alluring. It is, however, purely to the
matter of illumination that we wish to draw
attention in this present article.The consumer lights his home with lamps of
such candle-power as will suit his requirements,
and beyond some vague idea that the more
light he uses the higher will be his monthly
bill for light he is often quite in ignorance of
various circumstances which control his amount
of illumination. He probably does not realize
that each lamp represents according to its bril-
liancy a definite amount of coal expended at
the power station in order to raise steam to
sufficient pressure to keep the dynamo going
at a fixed speed.The speed of the dynamo is constant, but
each light turned on makes it harder for the
engine to keep the dynamo revolving at that
speed.Moreover, a lamp of high power, generally
speaking, absorbs more work than one of low
power. We say generally speaking because a
lamp may be of high or low efficiency and it
is this efficiency that it is our object here to
explain. Lamps are mostly made in three de-
grees of brilliancy: eight, sixteen and thirty-two
candle-power.It is well to explain at the commencement
that a candle-power is not the illumination
given by a good wax candle, but by what is
known as a standard candle which standard
was created in the days of tallow "dips."As a matter of fact, a two thousand candle
power arc light gives a degree of illumination
equal to about eight hundred and eighty candles.This is not quite a fair instance to take per-
haps, since we are dealing with incandescent
lamps; but it is quoted in order to demonstrate
how misleading the term candle-power may
become.As a matter of fact an eight candle-power
lamp might be said to give about the same light
as a thoroughly good wax candle six times the
size of the ordinary bed-room article, not, be-
it understood, six candles in a group like a chan-
delier.The work absorbed per candle-power by the
lamp is measured in watts, a watt representing
a fraction of a horse-power or the amount of
work some animal much smaller than a horse
could be expected to perform. Shall we say a
rat for the sake of argument, if we might consider
that seven hundred and fifty rats could do as
much work per hour as a horse.What the consumer pays for is the number
of watts he takes out of the power station each
hour and this is recorded by the meter in his
house.The interesting question is, of course, how can
he use this power to his best advantage. He
may, of course, use any make of lamp he likes
and some makers will tell him that their own
particular lamp uses less power for the same
illumination than others; the maker is probably
right, but he omits to state certain other details
which come into the reckoning.The average amount of power consumed by
the best lamps for ordinary purposes is three
and a half watts per candle-power. Thus an eight
candle-power lamp uses twenty-eight watts or
one horse power will light, say, twenty-five eight
candle-power lamps allowing something for
loss in the mains, &c.Each lamp should burn for about one
thousand hours though it cannot be relied on
to burn as long as that before wearing out,
consequently in setting up an installation the
renewal of lamps must be taken into account
so that whereas three eight candle-power lamps
suitably distributed will give better illumination
than one of thirty-two candle-power probably
for the amount of money expended on power,
yet the cost of renewal is three times as great
when they are worn out.It might therefore be worth while to use a
single lamp of rather more than thirty-two
candle-power in order to obtain the same
amount of light and save the cost of renewal
to some extent. It is here that the high effi-
ciency lamp, as it is called, would come in.In point of fact, the high efficiency lamp is
little more than a name for the same article
differently used.If we put a lamp designed for a low pressure
on to a high pressure main the result will be
that it burns rapidly away as may be expected
and gives a correspondingly greater amount of
light; but for the amount of candle-power it
gives out it absorbs less work and consequently
the light is cheaper.In these days when incandescent globe
have come down in price to a fraction of what
they were a few years ago, it is really
more economical to use one's lamps in this
way, but there is of course a limit and when a
lamp is used on a circuit of abnormally high
pressure it deteriorates very rapidly. Generally
speaking, a lamp run at high pressure begins
to lose its efficiency after 200 hours' burning.When this loss begins to show itself in a
marked manner it can be used for some less
important room such, for instance, as the bed-
room where a strong light is not so much in
requisition and a new lamp substituted in its
place.With a judicious transposition of lights in
this manner, of good deal more light can be
obtained by the wary consumer without in-
creasing his light bill to any appreciable extent.

SHIPPING AND MAILS.

MAILS DUE.
American (*Montana*) 13th inst.
French (*Touraine*) 14th inst.
Indian (*Catherine Apat*) 14th inst.
American (*America Maru*) 18th inst.
Canadian (*Empress of Japan*) 21st inst.
The *Apia* Co.'s s.s. *Catherine Apat* from
Calcutta left Singapore for this port yesterday
afternoon.
The C.P.R. Co.'s s.s. *Tanjar* arrived at
Nagasaki at 10 a.m., on 8th inst., and left again
at 4 p.m. same day, for Kobe where she is due
to arrive at 6 p.m. on 10th inst.

TELEGRAMS.

(Reuter's.)

The Russian-British Convention.

LONDON, 7th November.

Great Britain has proposed three additional articles to the Convention, providing for legal assessors, a division of the expenses of the Commission, and for the decision to be arrived at by a majority and not necessarily a unanimous one.

Murder of a Russian Officer in Mongolia.

Col. Bogdanoff and his three companions, who were sent by Admiral Alexieff into Mongolia, ostensibly for exploration, have been found murdered.

The Tsar's Message to the Baltic Fleet.

The Tsar telegraphed to Admiral Rosh-dorski before he sailed: "My heart is with you and your dear squadron. The eyes of Russia are upon you."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

CHARITY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR—Charity begins at home is an old proverb, and if "Helper," who so pleadingly advocates the cause of London Hospitals, visited No. 14 Ward of the Government Civil, he would find some deserving cases of broken-down health, whose sole desire is to go home. As sailors their means are very often exhausted before they get there, and if they have any left it soon goes in hospital fees, being fed and nursed at the expense of Government with the hope of being able to ship them to some other part of the world. We have also the "Leachcomber" always with us and un-cared for only by the Police. Why not get up a public subscription as an act of charity and build a model lodging-house to be placed under police supervision? It would be more hospitable to these unfortunates than the new buildings in course of construction on Praya Central which shelter a good many of them now. "London East" may be requiring additional hospitals. So does Hongkong. Yet I don't see why charitable enthusiasts should attempt to mar Scotch patriotism on the only night in the year they invite all their friends to have a "good time" by thoughts of gruesome hospitals coming up in rear of their diversion. I would suggest to "Helper" to try the "hat trick" and go round the ball-room about 11 p.m. when the sound of revelry is at its height. There he would have the opportunity of spreading his mission to others than St. Andrew's followers and could drop his own mite as a nucleus to the good cause he advocates.—Yours, etc.

SCOT.

Hongkong, 9th November, 1904.

A PUBLIC NUISANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR—I beg permission, through the medium of your valuable paper, to call the attention of the powers that be to the system adopted by some of the residents of Loo Wa Fong and St. Francis Street, namely, the depositing of house refuse and rubbish in the drain channels and on the footpaths around the houses during the night. The stench at times is almost unbearable and constitutes an intolerable nuisance that should be stopped. Thanking you in anticipation for the insertion of this letter by thus bringing the nuisance to the notice of the proper authorities.—I remain, etc.,

ONE OF THE RESIDENTS.

Hongkong, 9th November, 1904.

ITALY'S HEIR.

WHAT HIS SISTER THOUGHT OF HIM.

The little Princess Yolanda and Mafalda have returned to Racconigi in the greatest excitement to see "little brother." Yolanda, as usual, took the lead in the asking of questions.

"Will he speak English or Italian?" she began, "or will he be stupid like Mafalda, and not talk at all?" she added, this young lady having a great contempt for her sister, who has not yet learned to speak. Then she continued: "How did the stork get into Mamma's room? Is he a little stork? Will he have wings?" &c.

The first glimpse of little Humbert was in the Queen's room. Yolanda gazed at him for a long time, and then gravely put her finger in his mouth to feel his teeth, and when he cried, announced that he looked rather like a monkey, and she thought she preferred Mafalda, as "she can play, and does not cry when I feel her teeth." That disposed of Prince Humbert as far as his sister was concerned.

In reality, the little heir is as unlike a monkey as it is possible for a baby to be. He is not exceptionally large, but finely formed and lusty, crying very seldom, and clutching everything which touches his fat little hands, which, by the superstitious "batta" (wet-nurse), is interpreted to mean that he will not escape him in after years, in other words, that he will succeed in whatever he attempts. Miss Dickens, the English attendant on the Royal children, is to have charge of the baby later on, as their Majesties have been entirely satisfied with her system with the two elder children. She is required to be firm but gentle, and so well has she succeeded that Yolanda obeys her where the King and Queen are both impotent.

THE WAR.

THE NATIONAL EXPENDITURE.

GOVERNMENT'S FINANCIAL MEASURES.

The authorities are now busy with the compilation of the Budget for next year. It is stated that the total amount required for the War Fund for next year will be £7,000,000, showing an increase of about £1,800,000 as compared with the estimate for this year. The increase is due to several causes. Thus the estimate for this year was for February to December, but that of next year is for the full twelve months. Moreover, there has to be taken into consideration the extension of the territory over which the campaign extends and the increase in the forces required. An expansion is proposed in the reserve fund, to cover the interest to be paid on loans already issued or to be issued next year. Among the resources for this expenditure are given the sum of £1,950,000, being additional revenue from the increase of taxation already approved. To this about £7,000,000, being the surplus of the revenue in the general Budget for next year, will be added. About £7,000,000 will be drawn from the fund of various Government works, and with other small sums will make a grand total of about £14,000,000. The balance of about £5,000,000 will be raised by temporary loans or the issue of bonds.

The general administrative expenditure for next year, including the ordinary and extraordinary expenditure, requires about £2,500,000. From this sum about £700,000 will be deducted by the postponement of the construction of railways and other engineering works, the redemption of bonds, and economies in general expenditure. Among the new taxation to be imposed next year is included the increase of Land-tax (probably to about 6 per cent. of the assessed value of land), a piece-goods tax, a succession-duty, increase of the tax on patent medicines, and a transit (on passengers by railway and steamers), together with a proposed monopoly of salt.

THE JAPANESE PRISONERS AT PORT ARTHUR.

A MARINER'S INTERESTING EXPERIENCE.

Captain Shozo Takahashi, of the Japanese sailing ship *Sumiyoshi Maru*, which was seized by a Russian destroyer off Port Arthur on Sept. 12th, was released from Pigeon Bay on the 3rd ult., leaving there in a junk, which afterwards was seized by a Japanese picket boat and taken to Dalny. Mr. Takahashi arrived at Chefoo on the 24th ult., and related his adventures to the Tokio *Asahi* correspondent there as follows:—The *Sumiyoshi Maru* was seized by a Russian destroyer on September 10 at 1 p.m. in the neighbourhood of an island called Tiel-tao. Our vessel was manned by myself and a crew of nine, all of whom were forced to remain in the ship's hold until we reached the boom outside Golden Hill, when we were brought to the upper deck and examined by a quarantine officer. Then we were taken inside the harbour and afterwards to a naval prison north of Golden Hill. We appeared before a Court three times. We told our examiners that we had brought a quantity of merchandise to Inkoo and at the time of our seizure we were en route to Japan. We also stated that there were 40 boxes of beer on board which we could not dispose of at Inkoo. The Russian decision on our case was that we should be formally tried at the Port Arthur Prize Court on January 28th next year, when we could be represented by a neutral subject. As the retention of the ship and cargo in custody was difficult, the Russians should instead withhold their assessed value. Should we object to the valuation we were to file a protest in that connection to the High Prize Court at St. Petersburg within two weeks. The verdict being delivered, we were brought to Pigeon Bay by land and then permitted to go on board a junk bound for Chefoo. In the office we met the Japanese warships and the junk was overhauled. As we stated that the junk was one of the three junks which had recently run the blockade and landed supplies at Port Arthur, the junk, her crew and all of us were taken to Dalny, whence I subsequently arrived at Chefoo. The Russians treated us kindly, and on our release told us to notify them of the articles that had become missing during our detention. Whilst in prison they gave us plenty of bread and soup. In the prison there were also confined 17 survivors of the Third Blocking expedition, 30 prisoners taken during the land fighting, and 10 from the Tokio *Asahi* despatch boat *Han-ai Maru*, all Japanese. Mr. Miyamura, the *Asahi*'s correspondent, is acting as an interpreter. At first it was feared that he would be punished with death on the charge of being a spy. None of the Japanese prisoners have died. They are in good health and are waiting for the fall of Port Arthur.

THE BATTLE OF SHAHO.

Major-General Marui, who was wounded in the battle of the Shaho, has arrived at Hiroshima invalided. In an interview the General narrated the story of his last battle. He said that on the 9th October his column remained in the vicinity of the Yantai Colliery railway and encountered the Russians on the plain, the artillery of both sides being fully exposed. In the course of the fighting the Japanese gradually forced the position on Shankwanseki Hill. This Russian line of defence extended for over 1,000 metres. General Kuropatkin had remained there until the previous day, and it is said he ordered his troops to hold the position until the last man. The Russians therefore contested the ground stubbornly. At 1 o'clock on the morning of the 10th the Japanese made a final attack, and the enemy retreated into the Chinese village, where more desperate fighting took place. The village houses, clustered in groups, seriously interfered with the operations of the Japanese, who suffered heavy losses. By about 6 o'clock in the morning the Russians were fighting with a hundred guns, but in defiance of their fire the Japanese pressed, the Yasumura detachment leading. Ensign Shinagawa, the standard bearer, was shot down, and also Colonel Yasumura, who had taken the standard himself, afterwards handing it to Adjutant Mayekawa. The latter fell, but passed the flag to Ensign Ito, who was also killed immediately. After fighting of the most sanguinary character the column succeeded in carrying the Russian position at 9 o'clock in the morning. In this fighting about 800 officers and men, including Colonel Yasumura, were killed or wounded. General Marui was struck in his right leg at about 7 in the morning. The Russians opposed to the Japanese were the 37th and 53rd Divisions, newly arrived from Europe.

THE INTERPORT MATCHES.

SHANGHAI TEAM ARRIVES.

This morning the P. and O. s.s. *Manila* arrived in harbour, and took up her usual berth. She brought as passengers the rest of the Shanghai cricket team which is to play in the interport cricket matches, commencing on Friday next. These were Messrs. F. D. Potter, H. R. Parkes, J. M. Drummond, V. H. Lanning, O. V. Lanning, T. Wallace, S. Wallace, G. C. Dew and C. E. Dunman, Messrs. Moule and Turnbull having arrived previously. All the members appear to be in five from and look forward to the interesting contests before them. Most of them are guests of members of the Hongkong cricket club, which others are guests of the Hongkong Club. Mr. A. R. Lowe, Secretary H. K. C. C. met the visitors on arrival and escorted them to the Club.

THE TELEPHONE FOR CANTON.

Recently, with a view to induce the people of Canton to look on the newly-introduced telephone with more favour, the officials issued a proclamation, explaining to the business people its uses, and urging them to adopt it. Having been installed at Canton, it is being used to a considerable extent. But the "Fathers" of the people, according to their immemorial privilege, are interesting themselves in the matter. As, however, the control of the telephones is reported to be in official hands, and as it is the undoubted tendency of official hands to fill, or at least, add to, the contents of their own pockets, the cynical occasionally venture to doubt whether the officials are quite as disinterested as they appear to be. Let this be as it may, it is certain that the telephone will come into general use in this great city. Where the streets are so narrow, and so crowded, as the Canton streets are, and where locomotion is so painfully slow and expensive, it is certain that a slight familiarity with the great advantages accruing from the introduction of the telephone, will result in its general adoption. Whilst Chinese characters, translated, convey accurately the idea of "telegraph," it would appear that no satisfactory words could be found for "telephone," and so they have transliterated the English word, by the awkward Chinese characters 得律風, which are rendered "Taklutung."

THE NORTH SEA TRAWLER.

LIFE OF THE DEEP SEA FISHERMAN.

While the world is discussing the political upshot of the recent outrage on trawlers in the North Sea, very few, outside the small circle of those closely concerned, the fishing communities of the coast, will stop to realise the way the hardy fishermen, their wives and families, will regard this extraordinary attack on a fleet of vessels engaged in their customary occupation in extensive fishing grounds which are well known, or ought to be well known, to every navigator. Of all seamen, the life of the fisherman who works in northern waters is the most hard. It rivals that of the lighthouse keeper in monotony; it rivals that of the Arctic explorer, when, facing the icy blasts of winter, the fisherman draws in the freezing net; and it rivals that of any navigator in stormy seas, when the little fishing smack is tossed about while trawling the deep.

The great North Sea fleet of trawlers, consisting of some thousands of vessels, is made up principally of smacks from the east coast ports of Hull, Grimsby, Lowestoft, Ramsgate, and Brightlingsea. The smacks vary in size from thirty to about seventy tons, and are familiarly known as dandies. Their great hunting ground in the North Sea is a tract of water called the Doggerbank. It seems as if there is something in the formation of the rough, sandy bed of the sea thereabout that attracts vast quantities of fish, which season after season appear in never-failing quantities. But this Doggerbank is the grave of many a fishing smack, and though it provides the fishermen with a living, their estimation of its dangers is expressed in the significant name of the Cemetery. The broken, heavy bottom of this tract of sea makes the place peculiarly dangerous in rough weather. The seas rise pyramid-shaped, apparently from all quarters at once, and frequently the news is heard of smacks being literally trampled under by the furious play of the foaming cauldron.

The number of hands carried by the larger North Sea trawlers is four men and an apprentice. Their voyages do not consist, as in the old days, of making trips to the "grounds," and returning to port laden with fish in a week or so. For some years past the vessels have worked upon what is known as the "boxing" system. The fleet goes to the grounds and stays there for an indefinite period, while at regular intervals a steam tender visits the fleet, and takes the catch into port, in this way ensuring a more regular supply for the market. The term "boxing" originates in the practice of conveying the fish from the smacks to the steam tender in stout wooden boxes. This system is strongly objected to by the fishermen, but it is strongly approved by the owners on shore. The former claim that the boxing system is dangerous to life—the plying between the smack and the tender in stormy weather in a little cockleshell of a punt loaded deep to the gunwale with boxes of fish, and the danger of transferring the boxes on board. The humanitarianism of the "smack-owners" would allow the justice of this complaint if it did not interfere with their profit. From a business point of view there is no doubt of the superiority of the boxing system, which enables the smack-owners to keep their vessels at sea for spells of long duration, and at the same time affords them the means of obtaining a regular daily supply for the market.

The trawling ground of the North Sea fleet extends from the latitude of the north of Scotland to the Doggerbank, in the same latitude as Lincolnshire. In the grounds off the Scottish coast herring are fished from July to Sep-

tember, and off the north-east English coast from September to November. In this second ground also mackerel are fished from May to July. The Doggerbank is the hunting ground of the cod, and the season for this fish is from November to March, right through a North Sea winter. Under the present boxing system vessels go out for cod, and if they can weather the wintry seas and hold communication with the steam tender they will stay out to March. Of the hardships of this life, undergone with the stolid indifference bred by custom, few can realise who have not experienced them. The rough calling produces a rough, hardy breed of men; uncouth, but in the main staunch and manly. Their vessels are regularly organised and under the command of a recognised leader called the Admiral, whose business it is to rally the fleet when they have been dispersed by a storm; to warn them of the approach of bad weather—the Admiral's vessel as a rule being about the only one having a barometer—and to generally act the part of patriarch to the bands of men who keep the seas all the year round.

The methods of the trawler in fishing of course differ greatly from those of the coast fishermen. As the smack lies in harbour, the first object to attract attention is a trawl, with its dark mass of netting triced up to the mast-head to dry. To quote a writer on the subject:—The trawl-beam is a long, heavy spar, usually carried over the quarter, furnished at each end with a large iron hoop to lift it clear of the ground as it dredges the bottom of the sea. Its purpose is to extend the capacious mouth of the trawl net, and it is towed by means of a warp and a couple of bridle, one at each end, to prevent slewing. The average length to which a trawl warp is paid out varies from forty to sixty fathoms according to the depth of water. The trawl itself may be likened to a huge network purse. In order to handle this weighty gear, rendered infinitely more weighty when it is laden with water and laden with fish, the smackman is furnished with a powerful capstan, termed a dandy-wink. Shooting the trawl is a simple enough matter, and merely consists of casting off the stopropes and allowing the whole heave to go overboard. It is then towed by the vessel, the faster the better, and is frequently permitted to remain down for many hours at a time. The job of getting the nets inboard again is a much longer and more laborious task, particularly if there is any sea running. "Touching 'em up," which is the fisherman's colloquialism for this part of the business, requires all hands, and a bitterly cold job it is during winter time, when the saturated folds of the meshes almost freeze when they come up over the side. After the trawl-beam has been got on board, the body of the net is tried up, the 'cod end' opened, and the contents shot out on deck. The fish are then flung below, all wriggling and jumping, into the live well, which is kept liberally supplied with ice in summer, and are in readiness to be packed in the trunk and transhipped to the steam carrier.

The rugged simplicity of the lives led by these men is broken in upon by traders from the Dutch, Belgian, and English coasts who supply the men with the cheapest tobacco and alcoholic liquors obtainable. There are periods when the life of the trawling fleet is absolutely quiet and uneventful. Far away from their homes, the fishermen are visited by the "coopers," as the vessels are called which carry on the trading traffic with the fishermen, and can hardly be condemned for relieving the monotony of their existence by purchasing the common and harmful drink and tobacco that are sold to them. These commodities are of a vile quality, and could not be nor would be purchased at home, but at sea many of the fishermen will welcome them—they afford a break in the dullness of the calm day and a companion for the evenings.

It is understood that the perils of the deep-sea fisherman are many. Apart from those of winter time and the boxing system—two standing menaces—statistics prove that he runs the constant risk of being knocked overboard by the swinging of the mainboom while his vessel founders in the trough of the sea; and in handling the nets to get them on board, when a sudden heave will drag him into the sea, to become entangled in the mass of dark and heavy meshes. More fishermen are annually drowned from these two causes than from any other. Then the risks of collision are immeasurably more imminent to the fisherman than to any other class of seafarers. His masthead light may burn ever so brightly and not be seen, either from the rise and fall of the sea, or from the carelessness of the look-out man on the approaching steamer. Disasters of this character happen instantly at sea; there is a dash, a few hoarse shouts, and all is quiet, those on board a big steamer being hardly aware that anything serious has happened.

HORSE-POWER.

ITS MEANING.

It would be interesting to know how many who talk about "horse-power" really know what the horse-power unit is. Even those who are aware that this unit represents the force that will raise thirty-three thousand pounds one foot per minute, probably do not know that this considerably exceeds what the average horse can do. The figures were settled by James Watt, about a century ago, in a curious fashion. In his usual careful manner, Watt had calculated what the average horse in his neighbourhood could do, and found that the raising of twenty-two thousand pounds per foot per minute was about the actual horse-power. At the time he engaged in the manufacture of engines, and had almost a monopoly of the engine building trade. Customers were so hard to find that all kinds of artificial encouragements were considered necessary to induce power users to buy steam engines. As a method of encouraging business, Watt offered to sell engines reckoning thirty-three thousand pounds per foot to a horse-power, or one half more than the average. And thus what was intended as a temporary expedient to promote business was the means of giving a false unit of a very important measurement to the world.

FIRE IN THE HARBOUR.

OFFICER'S CABIN GUTTED.

At about half past eight last night, the fire bell rang out, causing diners to jump from their seats, servants running in to tell their masters that a big ship in the harbour was on fire. It was then noticed that the s.s. *Wu Sang*, lying off Jardine's Wharf, was ringing her fire-bells, while flames were seen issuing from one of the cabin port-holes. The Water Police were soon on the spot when it was discovered that a fire had in some way broken out in the second officer's cabin, and bursting through the port hole had set fire to the after awning which, with the spars, was soon burnt down, the deck being also slightly charred. The prompt action of the Water Police soon had the flames under, and thus possibly saved the vessel from destruction. The second officer, it is stated, lost all his personal effects, his cabin being completely gutted. An inquiry will, no doubt, discover the cause of the unfortunate outbreak.

COMMERCIAL.

SHARE LIST.

Following are some further alterations in Messrs. Benjamin, Kelly & Potts share quotations:—

Union Insurance	...	\$40 3/4
China and Manila	...	24
Indo Chinas	...	129
Shell Transports	...	23 1/2
China Sugars	...	230
Rauhs	...	5 1/2
Hongkong Lands	...	\$148 3/4 and 5
Hongkong Cottons	...	11

To Let.

TO LET.

ONE of the best dwelling houses at Macao—House No. 20 on the Rua da Penha. Has a fine and large Garden, a spacious Yard, Eight Rooms besides Sitting and Dining Rooms, and Two Verandahs. Situated near BOA VISTA HOTEL, with beautiful view of the Inner Harbour and Rio de Alentejo.

For Particulars, apply to—

J. V. JORGE,
Macao.

Macao, 3rd October, 1904. [1097]

TO LET.

IN ELGIN ROAD, KOWLOON, close to Ferry, Residential flats with Two Rooms, Bath Room and Kitchen attached.

ALSO

No. 5, D'AGUIAR STREET, Hongkong, 1st floor. Rents very moderate.

For particulars, apply to—

H. RUTTONJEE,
No. 5, D'Aguiar Street,
or36 to 38, Elgin Road, Kowloon.
Hongkong, 19th September, 1904. [1048]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIPON TERRACE in FLATS.

A HOUSE IN WONG NEI CHONG ROAD.

FLATS IN MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th October, 1904. [1956]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co. Limited.

Hongkong, 16th June, 1904. [729]

TO LET.

FINE LARGE STORE, in QUEEN'S ROAD.

Most central position.

Apply—

"X,"
Care of Hongkong Telegraph Office.

Hongkong, 12th September, 1904. [1027]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy flats of 2 or 3 rooms, from \$25 inclusive of taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 18th October, 1904. [799]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 10th November, 1904, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF GOLD AND SILVER JEWELLERY, SEXTANT, 2 FOWLING PIECES BY WARD & Co., London, One LADY'S BICYCLE, TELESCOPE, FIELD GLASSES, BAROMETER, &c., &c.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 9th November, 1904. [1218]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executor of the Estate of the late J. STEWART HARRISON, to Sell by PUBLIC AUCTION, TO-MORROW,

the 10th November, 1904, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, (Corner of Ice House Street), SUNDRY GOODS AND EFFECTS,

Belonging to the above Estate,

Comprising:—A number of SCIENTIFIC, CLASSICAL and POETICAL BOOKS, and many others in English and French Languages.

ALSO One MAGIC LANTERN Magnifying Glass and Pictures, and several other Instruments;

AND A Quantity of CLOTHING, GLADSTONE BAGS, &c., &c.

AFTERWARDS at 5 P.M. on the same date at Ah King's Slipway, Wanchai, (where she is at present hauled up) the well-known Racing Yacht

"THISTLE,"

with Sails, Appurtenances, &c.

The above Books, Instruments, &c. will be on view in our Sale Room, and the Yacht at Ah King's Slipway, where she has recently undergone an extensive overhaul.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 9th November, 1904. [1202]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF

the letting by Public Auction Sale, to be

held on MONDAY, the 14th day of November,

1904, at 3 P.M., at the Offices of the Public

Works Department, by Order of His Excellency

the Governor, of One Lot of CROWN

LAND near Hok Tsai in the Colony of Hong-

kong, for a term of 75 years, commencing from

the 23rd day of July, 1900, with the option of

renewal at a CROWN RENT to be fixed by

the Surveyor of His Majesty the KING, for

one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.

Boundary Measurements.

LOCALITY.

Contents in Acres.

Annual Rent.

Upset Price.

No. of Sale.

Boundary Measurements.

LOCALITY.

Contents in Acres.

Annual Rent.

Upset Price.

No. of Sale.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DIOMED"	9th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	20th November.
GLASGOW and LIVERPOOL	"KEEMUN"	28th November.

S.S. "DIOMED" left Singapore at 5 p.m. on the 4th inst. and is expected to arrive here on the 9th, p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MARSEILLES & L'POOL	"DARDANUS"	20th December.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.	"SHAOSHING"	11th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	16th "
CEBU and ILOILO	"KAIFONG"	18th "
SWATOW, CHEFOO and TIENTSIN.	"CHIHLI"	22nd "
KOBE	"CHANGSHA"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 5th November, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 12th Nov. at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 19th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 5th November, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL.
PROPOSED SAILINGS.

Steamship	About
"CLAVERDALE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bable	November 19th, 1904.
"ARAGONIA"	5,198	Schuldt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Toni Captain
"KWONG CHOW" ... J. P. MARTIN.
"KWONG TUNG" ... H. W. WALKER.
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxurious fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENTON & Co.,
Canton Agents.
Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$3.00
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 7.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and tiffin, Single \$3; Return Ticket,
\$5; 2nd Class, \$2; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 10 cents.
Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ST. HUGO"	25th November.
"SHIMOSA"	18th December.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 21st October, 1904.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.THE Imperial German Mail Steamship
"PREUSSEN."Captain R. Dahl, due here with the outward
German Mail about WEDNESDAY, will
leave for the above places about 12/24 hours
after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th November, 1904.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, will be despatched as
above, on FRIDAY, the 12th instant, at 4 P.M.
This Steamer has Superior Accommodation for
First-class Passengers, and is fitted through-
out with Electric Light and carries a Doctor.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th November, 1904.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rudolfini United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA,
ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"ISCHIA"

Capt. Maganzini, will be despatched as above,
on SATURDAY, the 12th instant, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLWITZ & Co.,
Agents.
Hongkong, 7th November, 1904.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA."

Captain C. Willis, will be despatched as above,
on SUNDAY, the 13th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th November, 1904.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Girard, will be despatched for the
above Ports, on or about MONDAY, the 14th
November.

For Freight or Passage, apply to

L. BRIDOU,
Acting Agent.
Hongkong, 8th November, 1904.AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

FIUME and TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CO-
LONBO, ROMBAI, KARACHI, ADEN,
SUEZ and PORT SAID.(Taking Cargo at through rates to the Br. zils,
to South Africa, Persian Gulf, Red Sea,
Black Sea, Levant, Venice and
Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will be despatched as
above, on FRIDAY, the 25th instant, P.M.For information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.Princes' Buildings,
Hongkong, 1st November, 1904.

For Sale.

FOR SALE

INCANDESCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.
Incandescent
Lamps,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps at
the most
moderate
prices.
Lamps fixed
up for Buyers
free of charge.
Naphtha of
the best kind,
kept in stock.TAI KWONG CO.,
15, Lyndhurst Terrace,
Hongkong, 17th November, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
FRANTS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)
THE Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 13th
November, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Macedonia*, to go, tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer, proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Marmora*,
due in London on the 1st January, 1905.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 5th November, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA.

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

<i>Tekin</i>	8,615	G. D. Morrison	Ab. Dec. 17
<i>Tremont</i>	9,660	T. W. Garlick	Jan. 10
<i>Lyra</i>	4,417	G. V. Williams	Feb. 9
<i>Plunder</i>	3,713	E. G. Parington	Mar. 4

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.*Tremont*..... 9,660 T. W. Garlick. Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures stand-
ing room. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 29th October, 1904.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.16, DES VOUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

KODAK'S FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YEARS"

guarantee given to every purchaser.

A QUEEN'S ROAD.

Wholesale Building.

Hongkong, 17th November, 1904.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast, beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a ty

Intimations.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$35 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

N.C. & C.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. L. CARTER,
Acting Manager.

Hongkong, 1st November, 1904.

Sanitas
IS AN
Unequalled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

Is the best air purifier known, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

Is the best air purifier known, and a strong
antiseptic and disinfectant than carbolic acid,
being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

Is specially recommended by the medical
faculty for use in hot climates, because of its
disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the safest and most convenient means
of air purification. For the disinfection
of infected places, bedding, clothing, etc.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN, LONDON, E.

Shipping.

ARRIVALS

Mausang, Br. s.s., 1,644, S. J. Payne, 8th Nov.
—Sandakan 2nd Nov. Timber.—J. M. & Co.
Breconshire, Br. s.s., 3,323, Geo. E. Elliott, 8th
Nov.—Philadelphia 9th Sept. Case Oil—
Order.
Ganges, Br. s.s., 2,271, Schald, 8th Nov.—
Cardiff 2nd Sept. Coal.—D. & Co. Ld.
Keongwai, Ger. s.s., 1,115, W. Möllermann,
8th Nov.—Bangkok 1st Nov. Rice and
Teak-squares.—M. & Co.
Manila, Br. s.s., 2,711, H. G. H. Lewellin,
R.N.R., 9th Nov.—Yokohama via Ports
23rd Oct. Gen.—P. & O. S. N. Co.
Kiukiang, Br. s.s., 1,228, Harris, 9th Nov.—
Chinkiang 4th Nov. Gen.—B. & S.
Wongkoi, Ger. s.s., 1,115, F. Bruhn, 9th
Nov.—Bangkok 30th Oct. Rice and
Wood.—B. & S.
Feiching, Ch. s.s., 980, E. Hoelgar, 9th Nov.—
Swatow 6th Nov. Gen.—C. M. S. N. Co.

DEPARTURES

Nov. 9.
Princess Alice, for Europe.
Triumph, for Coast Ports.
Glenfalloch, for Amoy.
Footings, for Bangkok.
Manica, for Japan.
Tahama, for Swatow.
Bourbon, for Saigon.
Johna, for Hongkong.
Halla, for Shanghai.
Halla, for Bangkok.
Amara, for Japan.
Fickling, for Canton.
Kintong, for Canton.

PASSENGERS ARRIVED.

Per *Wongkoi*, from Bangkok—Messrs. C. H.
Thorn, H. A. Jones, and 14 Chinese.
Per *Manila*, for Hongkong from Yokohama
—Miss McPherson. From Kobe—Mr. and
Mrs. Mowbray. From Shanghai—Messrs. F.
D. Potter, H. R. Parkes, J. I. M. Drummond,
V. H. Lanning, O. V. Lanning, T. Wallace, S.
Wallace, T. Rander, P. J. Iden, J. Dymon, W.
S. King, C. J. New and C. C. Duman. From
Fochow—Messrs. E. H. Drew, Rev. T. J. Jolly,
and Luk Tuen Chiu. From Shanghai for
London—Messrs. W. W. King and E. T.
Fuller. From Fochow for Manilla—Mr. C.
Skenitt Rogers.

Vessels in Port.

STAMPAH.
Agincourt, Br. s.s., 3,376, Worsnop, 3rd Oct.—
Hainan 1st Oct. Hallast.—Order.
Ardenburg, Br. s.s., 2,103, Wm. Kinley, 8th
Nov.—Penarth, Wales 2nd Sept. Coal.—
D. & Co. Ld.
Acof, Br. s.s., 2,785, C. E. Cox, 7th Nov.—
Durban 27th Sept. Hallast.—G. L. & Co.
Baron Eldon, Br. s.s., 2,373, Ullstrom, 4th Nov.—
—Mojito 28th Oct. Coal.—A. K. & Co.
Benvenue, Br. s.s., 2,301, R. Koble, 3rd Nov.—
—Kutchinotzu 28th Oct. Coal.—G. L. & Co.
Borneo, Ger. s.s., 2,161, E. Mühle, 2nd Nov.—
—Sandakan 28th Oct. Timber and Gen.—
M. & Co.
Casior, Nor. s.s., 774, John Marten, 2nd Nov.—
—Cardiff 10th Sept. Coals.—Order.
Edendale, Br. s.s., 717, Moss, 4th Nov.—
—Saigon 28th Oct. Rice.—Master.
Elas, Br. s.s., 1,512, E. S. Baker, 6th Nov.—
—Palambang 29th Oct. Kerosine Oil.—
Order.
Empress of India, Br. s.s., 3,034, R. Archibald,
R.N.R., 26th Oct.—Vancouver, (H.C.) 3rd
Oct. and Shanghai 23rd, Mails and Gen.—
C. P. R. Co.
Fallodon Hall, Br. s.s., 2,215, F. Wickham, 4th
Nov.—Barry Dock 10th Sept. Coal.—
Order.
Glenfalloch, Br. s.s., 3,026, R. Webster, 7th
Nov.—Singapore 1st Nov. Gen.—McG.
Hro. & Gow.
Halaban, Dut. s.s., 395, J. Steendam, 7th Nov.—
—Amoy 6th Nov. Ballast.—A. K. & Co.
Hongkong, Fr. s.s., 742, Suzoni, 8th Nov.—
—Haliphong and Hoilow 7th Nov. Gen.—
A. R. M.
Ischia, Ital. s.s., 2,784, M. Dante, 4th Nov.—
—Bombay 17th Oct. and Singapore 28th
Gen.—C. & Co.
Laertes, Br. s.s., 1,351, J. B. Jackson, 2nd Nov.—
—Saigon 28th Oct. Meal.—Chinese.
Laisang, Br. s.s., 3,450, E. J. Tadd, 8th Nov.—
—Calcutta 22nd Oct. Penang and Singapore
1st Nov. Gen.—J. M. & Co.
Lauchan, Ger. s.s., 2,117, Sperling, 5th Nov.—
—Cardiff 8th Sept. Coal.—J. & Co.
Legat, Am. s.s., 363, D. Yribar, 7th Nov.—
—Manila 4th Nov. Sugar and Leather, &c.
Barretto & Co.
Lisa, Swed. s.s., 998, H. Horndahl, 30th Oct.—
—Mojito 24th Oct. Coal.—M. B. K.
Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 5th
Nov.—Canton 4th Nov. Gen.—S. & Co.
Machao, Br. s.s., 4,475, G. W. Long, 6th Nov.—
—Shanghai 3rd Nov. Flour and Lumber.
—B. & S.
Madeleine, Rickmers, Ger. s.s., 1,020, L.
Glocken, 4th Nov.—Bangkok 28th Oct.
Rice and Teakwood.—B. & S.
Mercedes, Br. s.s., 3,000, G. S. McGregor, 30th
Oct.—Wei-hai-wei 23rd Oct. Ballast.—
Naval Stores Office.
Paklat, Ger. s.s., 1,018, H. Demes, 4th Nov.—
—Bangkok 28th Oct. Rice and Wood.—B.
& S.
Pekin, Br. s.s., 3,957, W. W. Cooke, R.N.R., 7th
Nov.—Bombay 19th Oct. Gen.—P. & O.
S. N. Co.
Salford, Br. s.s., 2,361, G. C. Duxing, 5th
Nov.—Cardiff (Durban) 12th Aug. Coal.
—D. & Co. Ld.
Setun, Nor. s.s., 865, E. Fingalson, 7th Nov.—
—Kobe via Moji 1st Nov. Gen.—Yee Hing
Lai.
Shahada, Br. s.s., 1,296, J. Martin, 3rd Nov.—
—Baigon 29th Oct. Rice, &c.—Pow On Co.
Siberia, Am. s.s., 5,635, J. T. Smith, 4th Nov.—
—San Francisco 7th Oct. and Shanghai
1st Nov. Mails and Gen.—P. M. S. Co.
Tijmahi, Dut. s.s., 2,470, N. W. Juriaanse, 6th
Nov.—Batavia 9th Oct. and Manila 2nd
Nov. Gen.—J. C. J. L.
Tsinan, Ger. s.s., 1,002, O. Koch, 5th Nov.—
—Bangkok 26th Oct. and Hoilow 4th Nov.
Rice.—B. & S.
Yuenang, Br. s.s., 1,128, Rolfe, 7th Nov.—
—Manila P. I. 4th Nov. Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,611, R. Rodger, 8th Nov.—
—Manila 5th Nov. Gen.—S. T. & Co.

SAILING VESSELS.

Empereur Mendick, Fr. bq., 1,576, Moret, 6th
Nov.—New York 12th June, Oil in Patent
Cases.—S. O. Co.
E. R. Sutton, Am. ship, 1,639, Johnson, 19th
July.—Chefoo 20th June, Ballast.—Order.
Evie T. Ray, Am. bq., 918, Kanten, 6th Aug.—
—Manila 20th June, Timber.—Order.

Steamers Expected.

Vessels	From	Agents	Due
Arabia	Japan	P. & A. Co	Nov. 10
Candia	Singapore	P. & O. Co	Nov. 11
Kish	Singapore	S. T. & Co	Nov. 11
Mongolia	Japan	P. M. Co	Nov. 13
Touraine	Singapore	M. M. Co	Nov. 14
Catherine Avar	Singapore	D. S. & Co	Nov. 14
America Maru	Japan	N. Y. K. Co	Nov. 18
Emp. of Japan	Vancouver	C. P. R. Co	Nov. 21
Massapequa	New York	S. T. & Co	Nov. 29
Aragonia	Portland	P. & A. Co	Nov. 30

Ships Passed The Canal.

Outward—21st October—*Touraine*. 25th
October—*Kalibla*. 29th October—*Kernun*.
Vauxhall. 1st November—*Glenish*. Glasgow.
Prins Luit Friedrich. Sophia Rickmers.
Socotra. 4th November—*Kintuck*. Sachsen.
Tonkin. Dundas.
Homeward—29th October—*Australien*. 1st
November—*Formosa*. Tydenus. 4th November
—*Santis*. Hudson.

Arrivals at Home—25th October—*Radnor-*

shire. 29th October—*Glaucus*. 1st Novem-

ber—*Nippon*. Andalusia. 4th November—

Lowther. Denvoizlich. Pak Ling. Idomenus.

Nov. 8 at Nov. 8 at

30.17 30.06

Temperature 73 71

Humidity 46 45

Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

November 8th, 1904, a.m.		Bar.	Th.	Hum.	Wind	Wr.
Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—
Hakodate	—	29.73	—	—	W 6	—
Tokio	—	30.02	—	—	NW 4	—
Kochi	—	30.07	—	—	N 0	—
Nagasaki	—	30.15	—	—	N 2	—
Oshima	—	30.16	—	—	S 2	—
Naha	—	30.13	—	—	NE 2	—
Ishigakijima	—	30.09	—	—	NE 6	—
Taihou	—	30.14	—	—	NE 2	—
Taihu	—	30.07	—	—	N 0	—
Koshu	—	30.06	—	—	N 2	—
Pescadore	—	—	—	—	NE 8	—
Weinawel	9 a.m.	30.13	54	—	WSW 2	b
Sharp Peak	—	30.22	58	—	W 1	bv
Amoy	6.30 a.	30.09	60	82	W 2	b
Swatow	—	—	—	—	—	—
Canton	9 a.m.	30.17	73	40	ENE 1	b
Hongkong	—	30.17	73	40	ENE 1	b
Victoria Peak	—	—	—	—	—	—
Gap Rock	—	30.15	—	—	NE 4	—
Macao	—	30.14	77	—	ENE 2	—
Haiphong	—	—	—	—	—	—
Manila	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	NNE 2	or
Hoilo	—	29.91	82	—	—	—
Cebu	—	29.82	84	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

November 9th, 1904, a.m.

Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—
Hakodate	—	—	—	—	—	—
Tokio	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—
Oshima	—	—	—	—	—	—
Naha	—	—	—	—	—	—
Ishigakijima	—	—	—	—	—	—
Taihou	5 a.m.	30.18	—	—	E 2	—
Taihu	—	30.09	—	—	N 0	—
Taihu	—	30.12	—	—	N 4	—
Koshu	—	30.07	—	—	NE 8	—
Pescadore	—	30.12	—	—	NE 8	—
Weinawel	9 a.m.	—	—	—	—	—
Sharp Peak	—	30.21	64	—	NE 2	b
Amoy	6.30 a.	30.15	62	94	NE 2	c
Swatow	—	30.17	59	82	N 1	c
Canton	9 a.m.	30.21	68	56	N 1	b
Hongkong	10 a.m.	30.20	71	49	E 1	o
Victoria Peak	—	—	—	—	ENE 2	—
Gap Rock	—	30.18	—	—	NE 4	—
Macao	—	30.19	74	—	ENE 1	c
Haiphong	—	—	—	—	—	—
Manila	—	29.96	81	85	SW 0	c
Bacolod	9 a.m.	—	—	—	NNW 2	c
Hoilo	—	29.91	83	—	—	—
Cebu	—	29.89	88	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

VISITORS AT THE HOTELS.

HONGKONG.

Abel, R. Logan, (2) The Misses
Albas, H. Logan, Mrs. L. C.
Aldean, Miss E. B. Lewis, A. R.
Arthur, Capt. T. Macdonald, D.
Austair, R. T. Mackie, C. Gordon
Aubaynean, M. Marriott, Dr. O.
Beckman, Mr. & Mrs. Marshall, F. R.
and maid McAnan, T. P.
Bingham, Mr. & Mrs. McAuliffe, J. G.
T. E. and child McElroy, I. G.
Birbeck, R. J. McElroy, Miss L.
Bisney, Mr. and Mrs. S. Meikle, Mr. & Mrs. E.
Bisney, Mr. & Mrs. Miller, P. L.
Blair, D. W. Milton, Miss
Boggan, Mr. and Mrs. Moir, R. M., Lt. and Mrs.
and infant W. M.
Bonner, E. A. Moon, Mr. & Mrs. E. M.
Borthwick, Mrs. R. W. Nathan, Mrs. H. W.
and child Nathan, Master
Boyce, W. B. Newington, As G.
Broughall, L. Nickels, As G.
Bruce, R. Oldershaw, Lieut. Col.
Cargill, H. E. U.S.A.
Clark, T. Oswald, Mr. and Mrs.
Clark, W. G. and family
Corderoy, Mr. and Mrs. Pattie, Mrs. J. A.
Perkins, Mr. and Mrs.
T. L.
Cotton, Miss Pudeppha, W. T.
Cunningham, G. Ranney, Mr. and Mrs.
Danner, P. F. O.
Davies, F. S. Rayner, F. S.
Davies, Mrs. J. T. Rice, P. F.
Deacon, F. B. Robertson, W. R.
Dean, G. Rome, Dr.
Douglas, Capt. & Mrs. J. Rougemont, M.
Downing, T. C. Rowledge, E.
Ducamp, A. Rutherford, N. H.
Duncan, J. Sayer, G. Burton
Dwyer, Miss J. F. Sayle, R. T. D.
Emerson, A. Schukke, F.
Fisher, H. G. Schwed, G.
Forster, Dr. A. F. Scott, Mr. & Mrs. J. G.
Freeman, Dr. W. P. Scott, Mr. & Mrs. J. G.
Fuller, G. H. Skott, C.
Glover, C. Steaman, Dr. R.
Grant, A. W. Somerville, Geo.
Gray, H. C. Soper, C. H.
Guibert, L. Stein, A. L.
Hahn, Dr. D. E. Stewart, W. M.
Hall, Capt. T. Stickforth, M.
Hanson, J. Thomas, C. B.
Harding, R. Thomson, Dr. J. C.
Hardy, Mrs. C. S. Thornborough, J.
Harris, Mr. and Mrs. Thinnell, W. D.
and maid Wakefield, Mrs. & Miss
Helm, F. P. Wakefield, H. C.
Hewley, Dr. E. J. Walrand, H. C.
Hurst, R. N. Engineer. Weir, Mr. and Mrs. R.
Capt. F.
Inchausti, Mr. and Mrs. Wemyss, J. L.
J. J. de and family Whitton, Mrs. A. M.
Jameson, R. E. child and infant
Johnansen, E. Wise, Mr. and Mrs.
Johnson, B. J. Wolff, Philip
Jones, Mr. and Mrs. P. Woolmer, Mr. and Mrs.
N. H. C. F.
Katsch, E. A. Wright, Mr. and Mrs.
Kopp, Dr. E. Gordon
Lapeyre, Mr. and Mrs. G. Zobel, Mr. and Mrs. E.
Luchheimer, C. H.

KING EDWARD.

Ahmed, M. Lundholm, Capt. B.
Brun, N. May, Alfred J.
Casulli, D. C. May, Ernest A. G.
Hammer, Thos. A. Rose, Mr. & Mrs. Thos.
Hodsum, Mr. & Mrs. L.
Jackson, Mrs. & child Shepherd, Bruce
J. Watt Smith, Sydney
Kiene, Mrs. Vaneano, Capt. A.
Kraatz, G. Wetman, A.
Lugebil, V. Muller, H. M.
Daniel, G.

CONNAUGHT.

Alton, R. Hawes, A. R.
Beers, H. H. Howard, E.
Bell, Mrs. J. Jackson, T. B.
Burke, F. Menzies, R.
Cameron, J. D. M. Palmer, Miss
Christie, Mr. & Mrs. D. Parker, W. T.
Conlin, John Reeves, Miss M.
Eyre, Mr. and Mrs. H. Ross, H.
Eckie, R. M. Templeman, C.
Febrin, Mr. & Mrs. J. Webb, James, M.

PRAC.

Bentley, J. M. Mosie, Major
Bentley, M. P. Muelle, Consul E.
Benson, Major & Mrs. O'Neill, F. B.
Black, Mr. & Mrs. W. O'Neill, Mr.
Bouchier, Mr. & Mrs. Phelake, Capt.
Bouis, Col. F. L. Pollock, K. C., Mr.
Bouis, Major G. A. Post, N.
Chapman, A. Powell, P. J.
Chickster, Major and Foxton, Mr.
Mrs. Sawer, Mrs.
Donald, W. H. Smith, C. W.
Dymock, Lieut. A. Smith, Mr. and Mrs.
Farier, Col. G. H. Spalckhaver, W. O. C.
French, Major G. A. Stevenson, D.
Galloway, A. D. Stopani, Mr.
Grant, A. K. Stoppa, Mr.
Guibert, Mr. and Mrs. Thomson, Mr. & Mrs.
Husman, Mr. Hubrow, Mr.
Hobdow, Mr. Watkins, R. E., Chpt.
Hodgins, H. U. and Mrs.
Joseph, Mr. and Mrs. Watson, Comdr. and
Jolling, Major C. L. Mr.
Karel, K. Watson, Mr. and Mrs.
Lang, R. M.
Marin, R. Wenborn, S. T.
McDonald, Mr. & Mrs. White, Dr. and Mrs.
M. J.
Maxon, Mr. and Mrs. Williamson, Mrs. W.
Herbert Yates, Mr. & Mrs. C. C.

CHAIKIDUEN.

Clark, J. Roberts, A. G.
Dany, G. H. Smith, E. Grant
Denison, A. Smith, Mr. and Mrs.
Ferguson, K. C. Grant
Gaskill, Mr. and Mrs. Southern, Mr. and Mrs.
Lauder, P. and child
Law, D. R. Tulloch, Mrs. & child
Nicholls, E. A. Woodward, Mr. & Mrs.
Ram, Mr. & Mrs. E. A. and children

OCCIDENTAL.

Baird, B. A. Kemp, H. N.
Baxter, W. Key, Dr. F.
Bollmann, O. Lorenzen, Mrs.
Bunner, Mr. and Mrs. McCloy, A.
W. C. Chandler, Lieut. F.
Coleman, Y. M. Pezay, Lieut. T.
Conrad, Mr. and Mrs. Robinson, H.
Cibrell, W. C. Smith, H. S.
Harrop, H. W. Stephens, H.
Hopkins, L. M. Trenmann, Capt.

KOWLOON.

Hansen, Drew Tremonger, Lt. Comdr.
Mittell, Mr. and Mrs.
Pinkston, Col. Watson, Mr. and Mrs.
Teicher, Werner W. H.
Thomson, Major and Wheeler, Mr. and Mrs.
Mrs. G. S. Wheeler, Miss

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
in Shaukiwan, leaving General Post Office at
noon.
Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street 8 a.m.—11 a.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
Quang-chow-wan—Per Kongnam, 10th Nov.
11 a.m.

A Mail will close for:—

Canton—Per Pawan, 10th Nov., 7.30 A.M.
Quang-chow-wan—Per Kongnam, 10th Nov.
11 a.m.

Singapore, Penang and Colombo—Per
Manila, 10th Nov., 11 A.M.

Macao—Per Hongkong, 10th Nov., 1.45 P.M.
Canton—Per Hongkong, 10th Nov.,

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the *Grocers* in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

- Mousseux Blue Seal { \$38 per doz. qt.
- White Star { Moët & Chandon { 42 " " "
- Brut Imperial { 50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, awoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, and needs itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

- The Litre \$5.00
- The Half-Litre 2.50

CHAZALON & CO.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Continued to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,494,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6% sales \$695 sales (London 2/6)
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2% sales \$39
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2% sales \$450 sales
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,134	Nil.	\$4 for year ended 30.4.1903	6 1/2% sales \$61 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	9 1/2% Tls. 80 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,740 \$893 11 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 1/2% sales \$635 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	8 1/2% sales \$145 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,56	\$339,047	\$6 dividend & \$1 bonus for 1902	8% sales \$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902	6 1/2% sales \$335
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	... sales \$23 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 1/2% sales \$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 1/2% sales \$29 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$3.378	4 1/2% sales \$130
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 4 for 1904	8 1/2% sales Tls. 50 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 4 for 1904	8 1/2% sales Tls. 49 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 \$60,000 \$15,093	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6% sales \$16 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000 \$21,075 \$18,000 \$130,153	\$1,287	\$1.80 & b. 40 cts. \$3.00 & b. 20 cts.	5 1/2% sales \$40 sales \$30 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$18,000 \$130,153	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	8 1/2% sales \$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10% sales Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	... sales \$231
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	... sales \$5
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,436	Tls. 2 1/2 for year ending 30.9.1903	4 1/2% sales Tls. 60 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	... sales Tls. 6 1/2 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,049	No. 12 of 1/- = 48 cents	... sales \$6 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,612	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	... sales \$490
DOCKS, WHARVES & GODOWNS.							
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2% sales \$115 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$1 bonus for first half-year 1904	7 1/2% sales \$220
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for 1903 1/4	6% sales \$200 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2% sales \$27 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2% sales \$110 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	7 1/2% sales Tls. 179
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.1904	5 1/2% sales Tls. 145 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	5 1/2% sales Tls. 124 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913	Tls. 22,895	First year	4 1/2% sales \$40 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,780	Tls. 18 for 1903	9 1/2% sales Tls. 190 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 1/2% sales \$20 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6% sales Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	... sales Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2% sales \$137 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8% sales \$149
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2% sales Tls. 20 sales
Humphreys Estate & Finance Company, Limited	15,000	\$10	\$10	\$200,000 \$50,000	\$9,177	90 cents for 1903	7% sales \$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2% sales \$39 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7% sales Tls. 120 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	... sales Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904	7% sales Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,190	None	... sales Tls. 12 buyers
West Point Building Company, Limited	15,500	\$50	\$50	none	\$1,302	Interim of \$1 1/2 for 1904	5% sales \$10 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	16% sales Tls. 25 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,882	50 cents for the year ending 31.7.1904	4 1/2% sales \$10 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	... sales Tls. 20 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	... sales Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4% for 1897	... sales Tls. 150
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	... sales \$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	... sales \$41
MISCELLANEOUS.							
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$25,000	Tls. 1,091	Interim of Tls. 3	9 1/2% sales Tls. 65 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	...	Final of 50 cents making \$1 for 1903	7 1/2% sales \$13
Bell's Asbestos Eastern Agency, Limited	30,000	\$10	\$10	\$25,000	\$2,883	First year	... sales \$12
Campbell, Moore & Co., Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	... sales \$5
Central Stores, Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	... sales \$10 buyers
Do. (Founders)	6,000	\$15	\$15	\$20,000	\$1,453	Interim of \$1.20 for 1904	11 1/2% sales \$12 sellers
Do. (New Issue)	123	\$15	\$15	...	...	None	... sales \$100
China-Borneo Company, Limited	24,000	\$15	\$15	...	First year	Preferential of 7 per cent for 1904	6 1/2% sales \$8 sellers
China Flour Mill Co., Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2% sales \$12 buyers
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2% sales Tls. 65 buyers
China Provident Loan & Mortgage Company, Ltd.	30,000	\$10	\$10	none	\$3,739	None	... sales \$10
Dairy Farm Company, Limited	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2% sales \$91
E. I. London, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,079	\$1 1/2 for year ending 31.7.1903	5% sales \$10 buyers
Fraser and Neave, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$1 1/2 for 1902	... sales Tls. 40 sellers
Gen. Fenwick & Co., Limited	4,500	\$50	\$50	\$112,500	\$2,700	\$5 div. and \$2 1/2 bonus for 1903	2 1/2% sales \$17
Green Island Cement Company, Limited	6,000	\$25	\$25	\$70,000	\$9,517	\$3.75 for 1903	7 1/2% sales \$17 sellers
Hall & Holt, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	4 1/2% sales \$14 sales & b.
Hongkong & China Gas Company, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2% sales \$14 sales
Hongkong Electric Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,635	£1 div. and 2/- bonus for 1903	7 1/2% sales \$100 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2% sales \$9 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$30,000	\$4,283	50 cents for year ending 30.11.1903	6 1/2% sales \$100
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2% sales \$15 sales
Hongkong Steam Waterboat Company, Limited	7,500	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2% sales \$11 sales
Kate Brothers, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	... sales \$104 sales
Laue, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	... sales \$155 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	Final of 5/- making \$12 for year end. 29.2.1904	8 1/2% sales \$140 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2% sales \$4 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$,000	\$83	Final of \$3 making \$5 for the year ending 30.6.1904	9 1/2% sales \$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	... sales \$10
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 for 1904	8% sales Tls. 103
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,427	Tls. 5 for 1903	5% sales Tls. 100 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2% sales Tls. 37 1/2 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,360	Interim of 15/- for 1903	7 1/2% sales \$70
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7% sales \$25 nominal
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	... sales \$4 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.1904	8 1/2% sales \$16 sales
Straits Ice Company, Limited	10,000	\$5	\$5	none	...	First year	... sales \$16 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,493	\$7 1/2 for second half year 1903	9% sales \$41 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	...	...	\$1 div. and 25 cents bonus for half year	7% sales \$38 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Dr. \$12,551	None	... sales \$11 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 413	Tls. 413	Tls. 2 for half year	... sales Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903 1/4	6 1/2% sales Tls. 130
Do. (Founders)	100	\$10	\$10	\$20,000	\$480	90 cents for year ended 31.5.1904	6% sales \$10 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$2.50 for 1903	10 1/2% sales \$91 buyers
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$38	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10% sales \$11 sellers